

## THE HAWAIIAN STAR.

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TUESDAY, AUGUST 22, 1893.

## PLAIN TALK TO ROYALISTS.

Whenever a conspiracy against the Government is unearthed the story comes out that somebody intended to destroy public buildings by dynamite or fire the city. Lately the tale has been added that arms for a Royalist insurrection could at any time be procured from the United States in a vessel which should break the American neutrality laws and land its cargo at some obscure point along the coast. The sum total of these stories is a continued ferment among the Royalists and a refreshment of the worn old hope that something may be done to break down the powers that be and restore the battered throne by force.

While it is true that the leadership of the ex-Queen's cause has scarcely risen above blind and reckless mediocrity, still there are one or two influential men in the monarchist party who must know, and who ought to tell their fellows, how absolutely hopeless a counter-revolution would be on the explosive and incendiary lines laid down. The Government forces are far stronger and are equipped in a much better fashion than the Royalists as a whole imagine; and the signal which the torch or the bomb must give would be that for a punishment so swift, so deadly and so terrible as to leave few of the monarchist outlaws to tell the tale. In the work of putting down the barbarians of fire and dynamite no help from the United States forces would be asked for or desired; but all the same, the American naval authorities, who are at hand to protect the property of their fellow countrymen, would land their riflemen and artillerymen and the moment an incendiary fire reached an American's house or the bursting of any explosive compound damaged an American's property, or the bullet of an insurrectionist struck an American man, woman or child not participating in the conflict, that moment would see the crews of the Boston and Adams at work mowing the outlaws down. It goes without saying that, between the iron millstones of the United States and Provisional Governments the party of anarchy would be ground to powder.

If any Royalist still holds the flattering notion that his soul that a vessel could bring arms and ammunition here from the United States to be used against the Provisional Government, he is the sort of a man to mistake a hash-heeh dream for an experience in actual life. Of course, to get here such a vessel would have to run the gauntlet of the United States authorities. If she escaped a coast harbor she would be chased, as the Itata was, for the purpose of bringing her back. Should she arrive off these shores, a fact which would be reported at once by the secret service, the outlaw craft would become fair prey for the Boston and the Adams. No vessel-owner in the United States would be likely to risk his craft in such a desperate and hare-brained enterprise.

There is nothing plainer to our mind than the fact that a counter-revolution would be crushed to a bloody pulp in an hour after it had touched its match or pulled its lanyard. The same thing ought to be apparent to any Royalist who has a spoonful of brains in the back of his head. The word impossible covers the whole proposal. And it may as well be said further that the ex-Queen's cause is now so dead that the arm of resurrection can never fathom its January grave; and that if those who adhere to it ever expect to acquire influence in Island affairs the sooner they stop trying to galvanize the corpse the better for them. The future has the presage of annexation, either now or later. In that result, and only that, with its promise of the suffrage of American citizenship, lies the one hope of those who now kick against the pricks and gnaw the files and plunge head on against stone walls, to become once more of consequence in the national politics of the Hawaiian group. That consequence may not be great; but in any other political relation likely to be reached it could not be visible.

A badly scared writer in the *Bulletin* objects to annexation because of the stories told about the habits and customs of the United States in the *Arizona Kicker*. He fears that the

"American terror" would appear here as soon as the flag had been raised. Somebody ought to tell the *Bulletin* that there is no such paper as the *Arizona Kicker*, but that the extracts purporting to come from it are written for the New York *World* by that accomplished humorist, "M. Qaad."

## QUESTIONS OF AMERICAN COMMERCE.

The geographical position of the Hawaiian Islands makes them of great importance in the control of the future commerce of the Pacific ocean and the degree of publicity recently made in their efforts to become a part of the United States forms an important factor in the problem of commercial supremacy in these seas. Away back in the periods of forgotten history and coeval with the first ages of man the monumental remains of Asia tell us of an ancient commerce that existed at that time and controlled a little country along the shores of the Persian Gulf, known as Chaldea. Coming down to that period known as authentic history we find on the eastern banks of the Mediterranean a race of Hamite origin, emigrants from the Persian shore teaching to the western world the art of shipbuilding and the science of navigation, as well as furnishing sailors to the nations of the maritime world of that day. Following them came their immediate pupils, the Carthaginians, who for ages controlled the commerce of the world and taught to the Romans the secrets of eastern comforts and luxury. Then came the Venetians, and after them the Spaniards, followed by the Hanse-Town league, who in turn gave up the supremacy of the seas to the English speaking race of Great Britain. Thus we see that from the beginning of time to the present the commercial supremacy, having its birth in the east, has travelled westward, and the United States will next in turn lay claim. Before this can be accomplished the American merchant marine engaged in the foreign trade should be placed upon an equality with that of other nations. The problem is a most difficult one and involves the restoration and maintenance of a commercial marine adequate to the shipping interests of the country, and notwithstanding the able efforts of statesmen the great problem has not yet found legislative solution.

At present the American mails, freight and passengers cross the ocean under foreign flags at an annual cost of more than two hundred millions of dollars, that go to enrich rivals, whereas the country has a vital interest in the carrying trade, and every dollar paid for freight imported or exported should accrue to American labor and capital. During the first twenty-five years of existence the United States successfully competed with Great Britain, and that, too, at a period of discriminating duties on the part of England, and when most European powers forbade the naturalization of vessels built outside of their own dominions. The termination of the war of 1812 brought a treaty by which a direct trade with Great Britain was established on principles of reciprocity, and American shipping increased with wonderful rapidity. The American vessels made quicker passage and delivered their goods in better condition than their rivals. With the introduction and development of steam freight carriers, the navigation of sailing ships ceased to be profitable. America was slow in beginning to build ocean steamers, slower still in adopting improved methods of construction and propulsion. The Collins line came into the field years later than the Cunard line, and, though stimulated by a high subsidy, it did not secure increased freight capacity or marine economy, failed to carry out the mail contract, and abandoned the business. The protection and subsidizing of the foreign trade, as an experiment in political economy, commenced in 1845 by an appropriation that was divided between several lines of steamers under varying conditions and with increasing demands. These bounties were continued until 1855, and then ceased, not to appear again until 1865, when Congress subsidized Garrison's line to Brazil, and later the Pacific Mail and Roach Brazil line. In nearly every case, protected lines have failed, and in the past the Collins, the Trans-Atlantic and the Brazilian companies were beaten by unsubsidized foreign steamers. Freight was not rendered cheaper, no foreign trade was developed, but, instead, new burdens were placed upon the producer and consumer for the benefit of a privileged distributing agent, besides making the nation itself a competitor with the greater number of shipowners, whose contributions to the revenues were turned against themselves. It is a matter of history that the first active decline in American shipping dates from before the civil war, in a time of fair interest, no debts and when money was stable, the war doing much to accelerate it. The American Merchant Marine reached the culmination of its

progress in 1856, when, it can be said, the ships of the United States carried three-fourths of her exports and imports and held the first place in the general carrying trade. The severe check to its progress was not due to lack of subsidy, but to consular fees, compulsory pilotage, State and local taxation, determination of tonnage capacity, shipping and discharge of seamen and the navigation laws. The system of consular appointments, by which men utterly unfitted for such duties, and the taxation by which they are supported, are an oppression to shipowners. The consular fees for a foreign ship are but a small percentage of those paid by an American vessel under similar circumstances.

The compulsory pilotage in the United States is twice what it is in England, and is frequently as much as the pay of a captain for a round voyage to a foreign port. The State and local taxation has grown with the decline of the merchant marine, and the fees to supervising inspection, quarantine visits, and functionaries for performing the duties of their positions are too numerous and too large, and rarely benefit the persons who are required to pay them. In measuring the tonnage of American ships much space is included that is not counted in British vessels. This increased tonnage entails a corresponding increase in the tonnage tax collected annually from all vessels, American or foreign, entering the ports of the United States from a foreign country. Thus if an American and British vessel should come into a United States port loaded with the same kind of cargo the American ship would have to pay more than the British vessel for the privilege of unloading in an American port of entry. The fees paid to Shipping Commissioners and the extra three month's wages for seamen discharged abroad are a severe drain upon the profits of an American ship owner. The navigation laws originated in a compromise between the slave supplying and slave holding sections of the country, and their final enactment was retaliatory upon the liberal policy which England pursued for the destruction of American trade with the West Indies, and they have since been added to with destructive effects. Under their provisions an American is not permitted to import a foreign built vessel, again, to register or use her as his property, thus classifying those articles with counterfeit money and obscene goods, the only other articles subjected to this restriction. An American vessel ceases to be such if her owner, be he an American or naturalized citizen of America, without the expectation of relinquishing his citizenship, resides in any foreign country, except as a United States official or partner in an exclusively American mercantile house. For those vessels built within the United States before an American can obtain a register he must make out that no foreigner is directly or indirectly interested in the profits, whether as owner, master, or officer. An American vessel once sold or transferred to a foreigner can never again become American property, even if the transfer had been the result of capture by a foreign power in times of war. In addition to all this the United States has turned her seaboard cities into protective stations for foreigners to loot their producers, made them safe anchorages, buoyed the channels and lit their coasts that these favored strangers may come and go in safety. No wonder they assume such airs of arrogance and disregard for the customs laws as is witnessed daily in the large ports of entry. The United States then should not depend upon subsidies to obtain control of the carrying trade upon the ocean, but should abolish the consular fees and place the consular system upon a footing with that of other maritime powers, modify the taxes so as to depend upon the net earnings and not upon the assured value of the vessel. All pilots should be under Government control and the tonnage capacity of a vessel should be determined by the total space in which cargo is carried. The navigation laws should be reported and American merchants permitted to purchase vessels for the foreign trade in the cheapest markets. For trade in ship is necessary to bring about the restoration of foreign commerce, and the foreign trade once in hand, the repairing and rebuilding to be done would give more work for shipbuilders, and place ship owners on an equality with others, so far as invested capital was concerned. Ship-building material in the United States is in abundance, and through the convenience of ore and coal fields, and by the ingenuity in labor saving machines, it is not at all impossible for the United States to compete with England. They would then be able to foster and build up a class of private ship yards and almost self sustaining sea-going steamers with but a small fraction of the expense necessary to maintain a grand naval establishment, by continuing the

awards to private firms for the construction of men-of-war and encourage the building of vessels suitable for conversion into war ships. These yards, with the establishment of plants of sufficient capacity, with their skilled workmen, are as beneficial in defense of the coast as forts scattered along the seaboard. By the establishment of a bureau of commerce in the proper executive branch of the Government, the Navy Department would tend greatly to the successful control of the commerce. At present the merchant marine has no special representative, as in England, in the highest councils of the nation, but the various interests drawing on the subject are scattered through the different departments, and is left without that fostering care it so much needs. No one seems to take sufficient interest to propose legislation necessary to its welfare or care of its seamen, and from the beginning of the civil war up to the present time Congress has not passed a single act for the relief of the overburdened merchant marine, but during that same period more than a hundred laws have been enacted in aid of internal transportation. In fact from the earliest periods of American history the merchant marine has never received the attention bestowed upon other great national industries.

There is no political machinery for concentrating the power of Government in this vast interest. The Government should make some proviso in regard to the difference in wages paid for seamen to that paid on foreign vessels, to enable American merchants to compete with foreign shipowners. This could be accomplished by a governmental supply of a certain number of men as a naval reserve to each and all vessels suitable for commission for naval use in times of necessity, and allow a liberal allowance for carrying the mails. In this way the Government would insure in full a return for the moneys paid out, as every naval war has shown the advantage of having a large number of merchant seamen from which to recruit the regular service, and the value of men-of-war is proven from the commercial marine has been demonstrated more than once. Legislative action is slow and uncertain upon this subject and public opinion does not seem to awaken to a full reality of the importance to be derived from a control of the commerce of the seas; but if the above should be followed out, it is only a question of a short time when the American flag would float upon every sea, carried by American vessels loaded with rich cargoes, officered and manned by Americans and making the quickest, safest and cheapest delivery.

## PERSONAL.

Col. C. P. Lauke and his son Fred leave this afternoon for Hawaii.

J. U. Kawai, editor of the *Kaohou*, is confined to his house with the grip.

President Dole will leave on the next trip of the *Kinai* for Kohala, Hawaii, for a vacation of a couple of weeks.

T. M. Datto, Japanese Labor Inspector for the Hilo district, will leave on the *Warrimoo* for British Columbia, and Dame Rumor says that when he returns he will be accompanied by a young and lovely bride.

Mrs. W. C. Parke has presented the Bureau of Agriculture with some seeds of the *acacia dealbata*, a beautiful yellow-flowered acacia from the shores of the Mediterranean.

## A FEW OF OUR SPECIALTIES.

COMPLETE ASSORTMENT OF

## "SUPERIOR"

## Stoves and Ranges

"EUREKA" RANGES,  
"CLIPPER" CABOSES,  
LAUNDRY STOVES,  
FRENCH RANGES  
set in brick.

AGATE IRON WARE,  
AND TIN WARE,  
'COLUMBUS' WROUGHT STEEL  
SINKS, Galvanized and White  
Enameled,  
RUBBER HOSE,  
CAL. LAWN SPRINKLERS.

Sheet Metal Goods in Tin, Copper or Galvanized Iron on hand or made to order.  
Full line of Sanitary Goods, Bath Tubs, Lavatories, Water Closets, Pipe and Fittings.  
We are equipped for work of all kinds in the Sheet Metal and Plumbing Trade, and can guarantee thorough workmanship and first class materials in these lines.  
We solicit your patronage.

J. Emmeluth & Co.

No. 6 Nuuanu st., and 104 Merchant st.

## L. H. DEE,

—JOBBER OF—

## Wines, Spirits and Beers

HOTEL STREET,  
Between Fort and Bethel Streets.

## NOTICE.

MY Son J. D. Tregloan has full power of attorney to act for me in all my business and personal affairs.

(Signed) H. S. TREGLOAN.

120-3-1

## BY AUTHORITY.

SALE OF GOVERNMENT LOT, SOUTH  
SLOPE PUNCHBOWL HILL, HONO-  
LULU, OAHU.

On Thursday, September 21, 1893, at 12 o'clock, noon, at the front entrance of the Executive Building, will be sold at Public Auction one Government lot situated on the mauka side of Quarry Street, and immediately above the Portuguese Mutual Benefit Society premises, containing an area of 9375 square feet a little more or less.

Upset price \$150.

J. A. KING,  
Minister of the Interior.

Interior Office, Aug. 22, 1893. 125-31

J. KUKONA, ESQ. has been appointed

Poundmaster to the Government Pound at Makiki, Honolulu, vice D. Kaoo, resigned; his Commission takes effect on the 28th inst.

J. A. KING,  
Minister of the Interior.

Interior Office, Aug. 22, 1893. 125-31

## PROVISIONAL GOVERNMENT OF THE HAWAIIAN ISLANDS.

COUNCIL CHAMBER,  
HONOLULU, August 17, 1893.

At a meeting of the Executive and Advisory Councils held this day, HON. FRANCIS M. HATCH was elected Vice-President of the Provisional Government in place of Hon. William C. Wilder, resigned.

CHARLES T. RODGERS,  
Secretary Executive and Advisory Councils.

123-2131.

## SEALED TENDERS.

Sealed tenders will be received at the Interior Office until Monday, August 21st, 1893, at 12 o'clock, noon, to furnish to the Bureau of Water Works, a Triple Pump with 12 inch brass cylinders, together with a 12½-inch by 24-inch Steam Engine and gearing complete, with all steam and water connections to pump from the Artesian Well at the Makiki Reservoir, the same to be erected and enclosed with a corrugated iron shed, said shed to cover the pumping plant complete, and also to furnish a ladder for well. The work to be completed and approved within six weeks from date of signing contract. All details of specifications will be furnished upon application to the office of the Superintendent of Public Works.

The Minister of the Interior does not bind himself to accept the lowest or any bid.

J. A. KING,  
Minister of the Interior.

Interior Office, Aug. 17, 1893. 122-21

## NOTICE.

The new sur-charged Envelopes and Postal Cards of the Provisional Government, (now being sur-charged) will be on sale at the Post Office, on or about August 25th, 1893.

JOS. M. OAT,  
Postmaster General.

122-1W

Mr. GEO. J. MCCARTY has this day been appointed Poundmaster for the Government Pound at Waikae, Hilo, Hawaii, vice B. Maa, resigned.

J. A. KING,  
Minister of the Interior.

Interior Office, August 11th, 1893. 118-31

## SALE OF TENANCY AT WILL OF THE CHINESE THEATRE, KING STREET, HONOLULU, OAHU.

On Friday September 1st, 1893, at 12 o'clock, noon, at the front entrance of the Executive Building, will be sold at Public Auction the Tenancy at Will of the Chinese Theatre Building, situate on King Street, Honolulu, Oahu.

Term.—Tenancy from month to month until such time as the Minister of the Interior may wish to terminate the same, by giving 30 days notice.

Rent.—Payable monthly in advance.

J. A. KING,  
Minister of the Interior.

Interior Dept., Aug. 1st, 1893. 108-1m.

## WATER NOTICE.

Owing to the drought and scarcity of water, the residents above Judd Street are requested to collect what water they may require for household purposes before 8 o'clock A.M.

ANDREW BROWN,  
Supt. Honolulu Water Works.

107-1f

## General Advertisements.

## Election of Officers!

AT A MEETING OF STOCKHOLDERS of the Kilauea Volcano House Co., held this day, the following officers were elected for the ensuing year:

W. R. CASTLE, President

JOHN ENA, Vice-President

E. C. MACFARLANE, Treasurer

T. W. HOBSON, Secretary

P. C. JONES, Auditor

The above officers also constitute the Board of Directors.

T. W. HOBSON,  
Secretary.

121-3-1W

## Criterion Saloon

AGENTS FOR

## John Wieland Brewing Co.

EXTRA

## Pale Lager Beer,

Per Australia.

A FRESH INVOICE OF CALIFORNIA OYSTERS.

## Oyster Cocktails a Specialty.

L. H. DEE, Prop't.

## General Advertisements.

SAPOLIO  
Hand SAPOLIO!  
A New Toilet Soap

PERFECTLY PURE. CONTAINS NO ANIMAL FAT.  
It will instantly remove Paint, Tar, Ink, Oil, Grease, Tan and all stains from Hand and Face, leaving them white and soft. Highly prized by workers in machine shops, mills, foundries, etc.

New Goods by late arrivals in Shelf Hardware, Stoves, House Furnishing Goods, Agricultural Implements, Artists' Materials, Painters' Supplies.

INSECTICIDE WASH in quantities to suit. Spray Pumps, Etc., Etc.

402-4 Fort St. PACIFIC HARDWARE Co.

EQUITABLE  
Life Assurance Society of the United States

Offers Insurance on all the Popular Plans, viz.:

Ordinary Life Plan,	Tontine Instalment Plan (NEW, CHEAP and ATTRACTIVE),
Endowment Plan,	Joint Life Risks,
Semi Tontine Plan,	Partnership Insurance,
Free Tontine Plan,	Children's Endowments,
Indemnity Bond Plan (Coupon Bond at maturity, if desired),	Annuities,
Endowment Bond Plan (5% guaranteed)	Term Insurance, etc., etc., etc.

It will cost you nothing to call at the office of the undersigned, and make further inquiries. Should you conclude to insure, it will be money in your pocket.

Bruce & A. J. Cartwright,

Managers for the Hawaiian Islands EQUITABLE Life Assurance Society of U.S.

CHILDREN AND INFANTS'  
Hats and Bonnets.

Immense Variety at

## N. S. SACHS,

104 Fort Street - - Honolulu.

CHILDREN'S CAMBRIC HATS, all colors, 60 cents and upwards; Lace-trimmed MULL HATS, in delicate shades, from \$2.75 upwards.

CHILDREN'S SILK HATS, POKES and BONNETS.

CHILDREN'S LACE HATS and LEIGHORN FLATS.

INFANTS' LACE BONNETS, Infants' MULL BONNETS from 50 cents and upwards.

SUN BONNETS in great variety at 25 cents and upwards.

A LARGE ASSORTMENT OF

CHILDREN'S WHITE DRESSES, neatly made at 50, 75 cents and upwards.

CHILDREN'S Silk and Cashmere COATS and WRAPS. Infants' Complete outfits.

38-1f

New Furniture Store,  
ROBINSON BLOCK.

Hotel Street, between Fort and Nuuanu Sts.

Is now opened for business, and has in stock the finest assortment of

ANTIQUE OAK BED ROOM SETS,  
CHIFFONNIERS, SIDEBORDS,  
EXTENSION TABLES, Etc.

ALSO a fine assortment of

## Reed and Rattan Furniture.

## UPHOLSTERY.

Fine Spring, Hair, Wool, Moss and Straw Mattresses; Live Geese Feathers and Silk Floss for Pillows. Special attention called to our latest style of WIRE MATTRESSES, the best and cheapest ever brought to this country. Fine Lounge and Sofa Beds, at San Francisco prices. Complete assortment of Baby Carriages, Crib, Cradles, and High Chairs.

Cornice Poles in Wood or Brass Trimmings.

We make a specialty of Laying Matting and Interior decorating.

Furniture and Mattresses Repaired by First-Class Workmen.

Cabinet Making in all its Branches.

A trial is solicited. Lowest Prices Prevail.

## ORDWAY &amp; PORTER,

Robinson Block, Hotel Street.

91-1f BELL, 525. TELEPHONES. MUTUAL 645.

## Genuine Clearance Sale!

All Goods in our Large and Varied Stock Market Down to the Lowest Prices.

## Brewer Block.

## EGAN &amp; GUNN.

514 Fort Street.

Call and see the bargains we are offering.

78-1f

## Grand Display

— OF —

## SUMMER NECK-WEAR.

— OF —

SPECIAL SALE  
FOR ONE WEEK.

— OF —

100 doz. Four-in-hand Ties, 25c. Good value at 50c.

100 doz. Four-in-hand Ties, 35c. Good value at 75c.

— OF —

## H. S. TREGLOAN &amp; SON.